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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Black Sea)

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SUBJECT Port of Kherson

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Ships bound for Kherson embark a pilot at Odessa, who then takes the ship as far as the Kherson roads. There a harbor pilot comes aboard to take the ship to its berth. The harbor pilot at Kherson is always the same person. The pilots have several times asserted that the Soviet coastline is free of mines.
2. It should be pointed out, however, that before entering the mouth of the Dnepr, picketboats with a speed of 25 to 30 knots and armed with guns approach the ship. If the ship anchors, these units stand by and keep it under surveillance.
3. In transiting the river to Kherson, no seaplane basins, airfields, or aircraft in flight were seen in the area. Downstream from Kherson, however, in a locality only approximately identified, there is a small island with batteries of medium caliber guns, of old type. Reinforced concrete bunkers were also seen on this island.
4. Once at Kherson, the customs is organized on a military basis to check incoming and outgoing ships. There are sentinels posted at the port exits on land who check all personal documents of persons entering or leaving the port area.
5. In the harbor, no new piers or wharves under construction. The wharves on the left bank of the Dnepr are either destroyed or in very bad repair.
6. The quays in the vicinity of the grain elevator are about four to five meters high and are constructed of stone, protected by wooden fenders. The maximum capacity of the lifting devices on the port wharves is

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estimated at five or six tons. The quays have no ladders and drop vertically to the bottom, where the maximum depth is 21 feet. Dredging is in progress but no floating cranes were noted helping in the dredging operations. Depths are slightly shallower in the winter because the ice hinders the dredging.

7. Berths are numerous at Kherson but water plugs are rare. The local residents say that the river water is good for laundering but when used in the ship's boiler it was noticed that it left much sediment.
8. No sheds for the deposit of merchandise were noted along the river. The various sheds and barracks that were observed were those of the coast colonies. The port area proper was dotted with storage sheds, but [redacted] unable to state the kinds of goods stored. Presumably some of the small structures observed in the vicinity of the grain elevator were used for storage. No refrigerator warehouses were noted in the port. The fuel storage depots are marked on Attachment 1 but this information is not considered reliable.
9. The lighting in the port is standard and fairly efficient. The lights burn all night because there is no cessation of work during the night.
10. There was no evidence of lifting pontoons for ship-salvaging, nor was any equipment or riggings for the lifting of submarines observed. Ashore, no fire-fighting equipment or unit was noted, but [redacted] large tugboat Moguchiy was used as a combination tug, salvage craft, and firefighter. It was also equipped with searchlights. Nets and booms for harbor defense were not seen stored anywhere.
11. Most of the traffic at Kherson is grain. The grain arrives from inland towns mostly by river and rail. [redacted] more than 50 large barges of some 500 tons, all of them carrying grain. [redacted]
[redacted]
daily traffic averages two or three ships of 2,000 or 3,000 tons. Whenever depths are too shallow to permit a full load, the remainder is loaded in Odessa. Inflat renders commercial aid to the ships and the service is punctual and accurate.
12. The greater amount of traffic is carried by river, rail, and truck transportation, in that order. [redacted]
[redacted]
13. The only shipyards observed were those for the construction and repair of tugboats. However, a small shipyard is under construction as shown on Attachment 1. This yard will build only small vessels.
14. Marine railways for small vessels were observed at B on Attachment 1 but the marine repair shops can work on small vessels only.
15. The city has no large establishment which might indicate the existence of an industrial complex and the local manpower is generally employed in agriculture.
16. In the city, there was neither production nor sale of precision instruments and the field glasses that were seen were either of U.S. or German manufacture. Although there were few restaurants, numerous community kitchens were noted and the people generally appear healthy. Vodka and other alcoholic beverages are very expensive and difficult to find. The people are habitual tea drinkers. The local inhabitants are not very communicative but appear to be quite united. The old are mostly anti-communist but the younger generation are not. For example, at the Interclub the hostesses are serious-minded students who are moderate propagandists. There were some elegantly dressed persons also noted at the club but for the most part there was little make-up

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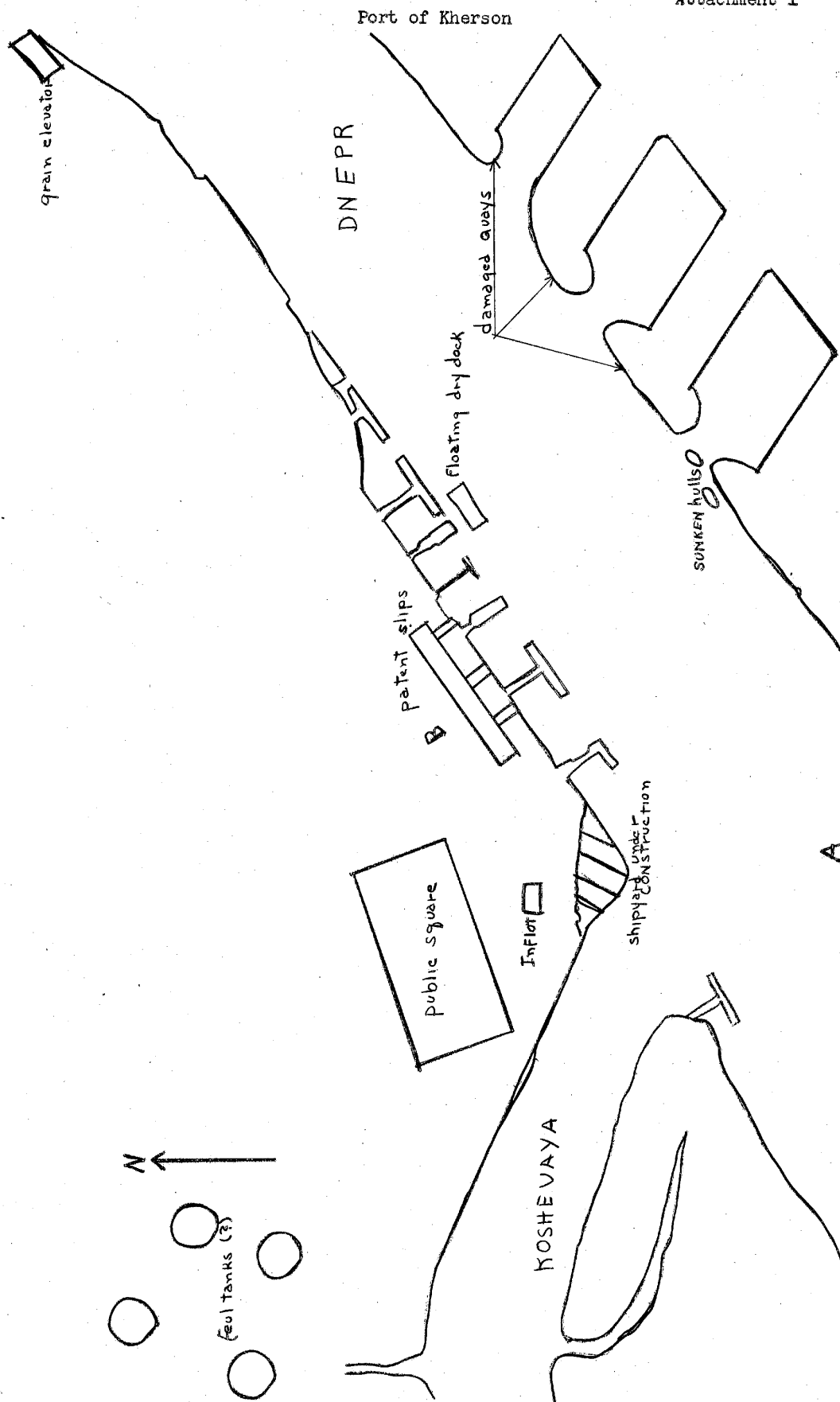
and no finery. Women on the street, even if they are street-walkers, are very difficult to approach if one is a foreigner. The police carry only a pistol. No subterranean shelters or sheds were noted, nor was any dirt seen being dumped in the sea. In Odessa, on the other hand, there are stories of catacombs that have been in use since the German occupation.

- 25X1 17. At 0900 on the morning of 30 July 1952 a large target was noted being towed by a standard tug, off Odessa. It was about 100 meters long and presumably was used for heavy artillery firing. Four destroyers were also seen in the harbor, but whether or not they were about to depart could not be ascertained. As it turned out, the destroyers left on the following day, 31 July. Anchored outside the harbor at Odessa was the Soviet schoolship, the ex-Colombo.
- 25X1 18. At Odessa [redacted] about 40 or 50 large cases, presumably containing trucks [redacted] were destined for Albania and Bulgaria. [redacted]
- 25X1 [redacted]

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Attachment 1



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